

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 8:56 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 374 Const Calendar Day: 449 Date: 27-Aug-2013 Tuesday

Inspector Name: Feather, Bernard Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 08:00 am 06:00 pm Break: 01:00 Over Time: 01:00

Federal ID:

Location:

Reviewer: Shedd, Bill Approved Date: 20-Nov-14 Status: Approved

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature 7 AM

12 PM

4PM

Precipitation

Condition Not recorded

Working Day ☒ If no, explain:**Diary:**

Dispute

General Comments

Weekly MEP staff meeting 0830-0900. Sent updates to the mechanical and dehumidification punchlist to ABF, FWS and April Smith. FWS spent the shift mobilizing off the bridge and working in the yard. Track progress of the soil removal from the drilling of the light pole foundations at the IERBYS site. Final inspection of the east anchorage dehumidification system prior to opening.

**CCO-335 Bid Item: 001 0-ISW-ELS.335 IERYBS Site Work**

CONCO PUMPING

Diary:

Dispute

IERBYS Site work 001 0-ISW-ELS.335

I contacted Leigh Barnes about waiving the requirements for the 3513. He said they don't like to do this because it tends to give the plant liberty to reuse the design on other Caltrans projects, citing that is was approved for this one.



However, he said that for the 3513 process, the Lab requires a Job Mix Formula verification to be performed. The plant likes to run a certain amount of material to get the verification samples and it does not have to be on any CT projects, it could be to pave a parking lot, which is essentially what we are doing. The Plant therefore will take split sample as per the JMF verification guidelines and provide them to the Lab. If the samples pass muster, the plant will get a design that is good for a year, and we will get the 3513 after the fact.

Another advantage is that since the Plant is taking samples for the first 760 tons, and this job has less than that, we don't need to take samples at the job site

The next step is to contact the Hanson in Berkeley and inform them they will have to do verification sampling. Leigh indicated that the Richmond lab would likely be involved with this, but they are gearing up for the labor day work, so he will arrange for another lab to maybe step in for this procedure.

There was also some inconsistencies with Mix L100035:

The Form 3511 calls out HMA Type A, the 3512 Calls out Type A or B.

The original mix calls out RAP, but this mix does not. Will there be RAP in the mix.



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The big one is the binder source on the Form 3511 is Valero in Benica, whereas on the Form 3512, the binder source is San Joaquin Refining Company.

This information was forwarded to ABF and Conco.

Conco indicated that they will be laying HMA on 8-28 and requested that the Berkeley plant be sampled. I contacted Leigh Barnes who indicated that an inspector will be at the plant the next morning at 0900. He said this is the only sample needed as they are paving with less than 750 tons.

The Richmond Lab came out in the afternoon and ran compaction tests under the areas to be paved. All tests passed with 95% relative compaction.

CONCO excavated the foundations for the light poles in the IERBYS plaza. The soils were drilled out, then transported to the north-east side of the IERBYS building for stockpiling on visqueen. Starting at 0600, NRC, CT trucking contractor, began loading the material, and by 1000, a total of 105 cubic yards of contaminated soil had been trucked off site.

During my inspection of the IERBYS site, I noted a major SWPPP violation. During the excavation of the CIDH piling, the Contractor moved saturated, lead contaminated soil from the excavation area to the spoils stockpile along the access road. Some of this soupy material fell out of the bucket of the backhoe and lined the road. The Contractor was asked to clean this material up and sweep the road. They have failed to do so. As such, a significant amount of this lead contaminated soil is migrating off site and down the road. In addition, now that this fine soil is dry, vehicles traveling through the area are kicking up dust and potential spreading lead contaminate airborne dust out into the freeway.

This soil contamination has nothing to do with the hazardous soil removal operation. The Caltrans Contractor laid down visqueen in the areas where his trucks were load, and there is little or no soil on the road where he was operating.